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COUNTRY Soviet Zone of Germany REPORT NO. [REDACTED]

TOPIC Military Train Movements *FUD*

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EVALUATION [REDACTED] PLACE OBTAINED [REDACTED]

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about 55 military trains, handled as first priority trains, passed through GOTTEN from 8 to 15 August 1949.

a. The following details were reported on the twelve most important trains:

(1) 8 August 1949

(a) MAGDEBURG to FRANKFURT: 55 cars, two thousand armored troops, detaching at TAUER (A 69).

(b) YAGOWITZ, USSR to KOENIGSBERG: 50 cars, two thousand infantry.

(c) MAGDEBURG to KOENIGSBERG: 55 cars, two thousand infantry.

(d) FRANKFURT/Oder to WEIMAR: 51 cars, two thousand armored troops.

(2) 9 August 1949

(a) FRANKFURT/Oder to HALDOWISLEBEN: 1,820 armored troops.

(b) HALDOWISLEBEN to KOENIGSBERG: 48 cars, 97 T-34 tanks and other armored equipment.

(3) 11 August 1949

(a) WEIMAR to FRANKFURT/Oder: 28 cars, 1,800 troops with artillery weapons.

(b) WEIMAR to FRANKFURT/Oder: 55 cars, two thousand infantry; detained in GOTTEN and moved on foot to CHABEN.

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(4) 13 August 1949(a) REIZIC to KOLLESENURON: 31 cars, two thousand infantry.(b) HAMPSLEDER to KOLLESENURON: 35 cars, two hundred troops, 37 T-34 tanks.(c) SELBAUER to EMURT: 30 cars, two thousand infantry.(5) 15 August 1949GERDAUER to SCHLEPNITZ: 55 cars, two thousand armored troops and T-34 tanks.b. Three of these 12 trains are said to have come from the Soviet Union, carrying a total of 6,000 troops (railroad stations of departure: ELIGAUER and YAGODIN).c. A short message was received from one source in COTTBUS that west-bound trains carrying Soviet troops which arrived from the east about 20 August 1949 headed into the Soviet zone. Efforts are being made to verify this report. Should the information supplied by the two sources be confirmed, it could be assumed that personnel attending courses of instruction and schools in the Soviet Union participated in maneuvers which were held in the Soviet zone of Germany in August 1949 (KOLLESENURON and Thuringian training areas). (Train schedules of the Soviet military schools provide for two or three months' service with field units.)d. The nine shipments observed in the Soviet zone by one (?) US source, indicate the transfer of units to the training areas (TACHEN-LIEHNITZE, KOLLESENURON, DETALING Heath, EISMACH-ORNDORF). It is believed possible that troops of various armies attended common maneuvers, but this assumption has still to be confirmed by other sources.

2. Answers to individual questions concerning the loading of military trains:

a. How many men are normally loaded into each car, 25, 30, 35, or 40? Answer: The normal load of a freight car is 38 men, in summer 40 (no stove).

b. How many T-34 type tanks are loaded on a 2-axle car? On a 4-axle car? Heavier type tanks? Are many 4-axle cars available for the transport of armored vehicles?

Answers:

(1) Normal load:

	Capacity	T-34 type	IS-1-3 types
2-axle car	15 to 20 tons	1	1
4-axle car	25 to 30 tons	1	1
6-axle car	50 to 60 tons	1	1

(2) In exceptional cases:

2-axle car	15 to 20 tons	1	1
4-axle car	25 to 30 tons	1-200	1000
6-axle car	50 to 60 tons	2	1

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These exceptional cases show that the Soviets disregard security regulations, if necessary.

(3) Reliable information on the total stock of 4 and 6-axle cars available in the Soviet Zone are not at hand. A load may be given by the following inventory figures ascertained by the BERLIN railroad Directorate on 30 April 1948:

<u>4-axle cars with load capacity</u>	<u>units</u>
up to 25 tons	0
up to 30 tons	78
up to 35 tons	101
up to 40 tons	20
up to 45 tons	3
up to 50 tons	2
over 50 tons	4.

<u>6-axle cars with load capacity</u>	<u>units</u>
up to 40 tons	1
up to 50 tons	12
up to 60 tons	0
up to 80 tons	2.

c. Would trains from MUEBURG normally be routed through COETBUS with destination FRANKFURT? From HALLE? From BERLIN? From HALDENSLEREN?

Answers:

(1) Trains from HALLE and BERLIN to FRANKFURT/Oder are normally routed through COETBUS.

(2) Trains from MUEBURG and HALDENSLEREN would be normally routed through BERLIN. To east the strain on the BERLIN traffic junction, most trains from MUEBURG and HALDENSLEREN to FRANKFURT/Oder actually have been routed through COETBUS for some time.

d. Would routing of military trains within the Zone be known to personnel in large stations other than on the route of travel?

Trains from the USSR and Poland into the Zone?

Answer:

According to available information, only operating personnel of the large stations on the route of travel of military trains are notified of military trains which are to pass their stations. The places of origin and destination of these trains are usually withheld. This holds for intrazonal trains and for trains coming from Poland or the Soviet Union.

e. At what level of direction would this information normally be available?

Answers:

- (1) Transportation Administration of the S. A.
- (2) Soviet military representatives at the railroad directorates.
- (3) Operational control offices at the railroad directorates.
- (4) German main dispatch offices ("Oberaufsichtungen").
- (5) German dispatch offices ("Zugsleitungen").

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f. Is it SOP at present for military trains carrying troops and equipment to have first priority over reparation trains? Over regularly-scheduled passenger trains?

answer:

Military trains carrying troops at present have first priority over all freight trains, including reparation trains, but priority rights have to be given each individual train. Supply trains have priority over freight trains only in exceptional cases. Military trains carrying troops and equipment at present have no priority over regularly-scheduled passenger trains.

c Only on cars with 50 or more tons load capacity.

cc Two tanks on cars with a load capacity of 50 tons or more.

cc* Cars with a load capacity of less than 50 tons also carried a tank of this type.

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